

Ship Name: **ALPHA GLORY**  
Flag: **Greece**  
IMO Number: **9205811**  
Date of Action: **10/03/2014**  
Action Taken: **Detention**  
  
Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**  
Recognized Org: **Det Norske Veritas**  
Recognized Security  
Organization  
  
Recognized Org (RO) **Yes**  
Related:  
  
Organization Related **Det Norske Veritas**  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Fairply Shipmanagement S.A.**  
**Alpha Bulkers Shipmanagement Inc**  
  
Charterers  
**Polaris Shipping Co., Ltd**

Deficiencies: Code - Category  
**2545 - Reports/analysis of non-conformities, etc.**

Description  
A ship is subject to control concerning operational requirements in respect of the safety of ships, when there is clear grounds for believing the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. Vessel is not following its Safety Management System in regards to engineering equipment and machinery maintenance as evidenced by excessive oil leaks, equipment deficiencies, and general poor housekeeping throughout the engine room. The PSCO observed a systematic lack of reporting from the Chief Engineer to the company on the following discrepancies: PSCO observed oil leaks on top of cylinders heads, oily rags in waste oil containment on the main engine, oil is pooling on and around engine room machinery, extensive oil leaks on all auxiliary engines, three turbo chargers have air filtering equipment removed requiring extra air to be piped in, local stop levers for the auxiliary 2 and 3 engines were wired in the run position, extensive exhaust leaks were discovered, and oil coating electrical wiring is creating a significant fire hazard. An external audit is recommended.

**2110 - Oil/oily mixtures machinery spaces**

A ship is subject to inspection by officers where there are clear grounds for believing the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by oil. PSCO observed the following (a) Engineers are operating the OWS throughput beyond the 2.0 M3 limit stipulated on IOPP Form A. Specifically on 02AUG14 6.6 M3 was pumped from 08:40-10:40 and 17.5 M3 was pumped on 13JUN14 from 11:00-16:00. (b) OWS MEPC.107(49) OCM log history doesn't match ORB entries on 02AUG14, 13JUN14 and 06JAN14. (c) Piping from waste oil containment on all three auxiliary engines has been purposely disconnected and plugged with rags allowing waste oil to drain directly on the deck.

|                 |  |  |   |
|-----------------|--|--|---|
| Ship Name:      | <b>DA YING</b>   | Ship Type:   | <b>Bulk Carrier</b>   |
| Flag:           | <b>Panama</b>  | Recognized Org:  | <b>China Classification Society</b>   |
| IMO Number:     | <b>9254525</b>   | Recognized Security Organization   |   |
| Date of Action: | <b>10/01/2014</b>  | Recognized Org (RO) Related:   | <b>No</b>   |
| Action Taken:   | <b>Detention</b>   | Organization Related to Detention:   |   |
| Port:           | <b>Alameda, California</b>   |  |   |
|                 |  | Ship Management:   | <u>Owners, Operators, or Managers</u><br><b>Quingdao Ocean Shipping Co.</b><br><b>Tong Ying Shipping SA</b> |
|                 |  |  | <u>Charterers</u><br><b>Trafigura Maritime Ventures Limited</b>   |
| Deficiencies:   | <u>Code - Category</u><br><b>0630 - Launch arrangements for survival craft</b> | <u>Description</u><br><b>The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure the ship in all respects will remain fit to proceed to sea without danger to the ship or crew. Rescue boat on starboard side and port lifeboat brakes are not operational after operator lets go from "off" position preventing the deployment of the crafts during an emergency.</b> |   |

Ship Name: **FAMILY ISLAND**

Flag: **Bolivia**

IMO Number: **7637345**

Date of Action: **10/07/2014**

Action Taken: **Detention**

Port: **Tampa, Florida**

Ship Type: **Containership**

Recognized Org: **Compania Nacional de Registro y  
Inspecciones de Naves**

Recognized Security Organization **Govt of Listed Flag**

Recognized Org (RO) **No**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Caribbean Ship Service Inc**  
**Marine Sale and Trading, S.A.**

Deficiencies: Code - Category  
**2550 - Maintenance of ship and  
equipment**

Description  
**Objective evidence discovered during an expanded ISM exam revealed numerous non-conformities; the vessel has failed to fully implement the requirements of the ISM code through their SMS procedures as evident by the deficiencies identified in this report. These identified deficiencies taken with the remaining material deficiencies discovered during the exam are evidence that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.**

**2545 - Reports/analysis of non-  
conformities, etc.**

**The Company should ensure that the master is fully conversant with the company 's safety management system. The master stated he is familiar with the ISM code and the SMS principles' . However, when asked questions pertaining to the SMS, he was not competent with critical sections and was unable to clearly articulate the requirements to the vessel's SMS.**

**2550 - Maintenance of ship and  
equipment**

**The company should established procedures to ensure that the new personnel and personnel transferred to new assignments related to safety and protection of the environment are given proper familiarization with their duties. Instructions which are essential are to be provided prior to sailing should be identified and documented, and given. When the Master was asked to show the training records for the current crew, he was unable to provide them. While reviewing the training records for previous crew members, there were multiple forms used with different formats.**

**2550 - Maintenance of ship and equipment**

The company should established and maintain procedures for indentifying any training that may be required in support of the safely management system and ensure each training is provided for all personnel concerned. Drills required to be conducted monthly in accordance with the SMS were not consistent with company policy as per section 6.1 of their manual. The recorded indicate the vessel has conducted drills but not monthly to include fire, abandon ship and security drills.

**2550 - Maintenance of ship and equipment**

The company should ensure the ship's personnel are able to communicate effectively in the execution of their duties related to the safely management system. Vessel' Master, Chief Mate, and Chief Engineer were not familiar with SMS procedures and guideline. The Master, Chief Mate, and Chief Engineer were unaware of the weekly maintenance check-lists and were not completing the "Saturday Routines" as stated in the vessel's SMS.

**2550 - Maintenance of ship and equipment**

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. During the ISM expanded exam, the PSCO note that the vessel's SMS requires weekly safety inspections of the engine room and safety equipment. The vessel is not conducting weekly test in accordance with the safety management system. The SMS requires weekly inspections on all safety equipment.

**2550 - Maintenance of ship and equipment**

The company should clearly define and document the master's responsibility in regards to periodically reviewing the safety management system and reporting its deficiencies to the shore-base management. The SMS manual states that the Master will review the SMS annually with no record of the review being performed.

**2550 - Maintenance of ship and equipment**

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Due to lack of proper maintenance, the vessel has an inoperative emergency fire pump, emergency generator, fixed fire fighting and detection system, main diesel engine, and main fire pump.

**0135 - Minimum safe manning  
certificate**

**Contracting Government undertake, each for its national ships, to maintain, or, if it is necessary, to adopt measures for the purpose of ensuring that from the point of safety all ships be sufficiently manned. The Chief Mate's Flag Endorsement expires 19 September 2014, leaving the vessel without a licensed Chief Mate and GMDSS operator. Vessel does not meet requirement for minimum safe manning.**

**2540 - Emergency preparedness**

**Seafarers shall receive safety familiarization and basic training of instruction in accordance with Sec. A-VI/1 of the STCW Code. Vessel has failed to train newly reported personnel.**

**1710 - Oil record book**

**The oil record book shall be completed on each occasion to include the discharge overboard or disposal of bilge water that has accumulate in machinery spaces The Chief Engineer does not use the oil record book to record when the vessel is discharging oily water to a shore facility, transferring to tanks, or when discharging overboard.**

Ship Name: **GENCO PROVENCE**  
Flag: **Marshall Islands**  
IMO Number: **9316220**  
Date of Action: **10/07/2014**  
Action Taken: **Detention**  
  
Port: **Jacksonville, Florida**

Ship Type: **Bulk Carrier**  
Recognized Org: **Det Norske Veritas**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**V Ships (UK) Ltd.**  
**Genco Provence Limited**

Deficiencies: Code - Category  
**2020 - Fire drills**

Description  
**The crew was unable to demonstrate proficiency in performing a satisfactory fire drill. The fire party neglected to follow the ships approved fire training manual for space entry and fire cooling boundaries. Subsequent fire drills failed to meet minimum standard of crew familiarization of essential shipboard procedures relating to safety of ships.**

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Ship Name: **GLADIATOR**  
Flag: **Marshall Islands**  
IMO Number: **9445033**  
Date of Action: **10/08/2014**  
Action Taken: **Detention**  
  
Port: **Corpus Christi, Texas**

Ship Type: **Bulk Carrier**  
Recognized Org: **Nippon Kaiji Kyokai**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**Evalend Shipping Co. S.A.**  
**Front Century Marine Corp**

Deficiencies: Code - Category  
**0615 - Rescue boats**

Description  
**While conducting an operational test of the rescue boat's engine the crew was unable to start and demonstrate proper operations given the allotted time. The rescue boat was not ready for immediate use.**

Ship Name: **KAPTAIN ARIF BAYRAKTAR**  
Flag: **Malta**  
IMO Number: **9449560**  
Date of Action: **10/16/2014**  
Action Taken: **Detention**  
  
Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**  
Recognized Org: **Bureau Veritas**  
Recognized Security  
Organization  
  
Recognized Org (RO) **No**  
Related:  
  
Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Kab Bulk Shipping Co. Ltd**  
**Bayraktar Gemi Isletmecillgi Va Kiralama A/S**  
  
Charterers  
**UltraBulk (USA) Inc.**

Deficiencies: Code - Category  
**0725 - Fixed fire extinguishing  
installation**

Description  
A ship when in the port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships when there are clear grounds for believing that the master or crew are not familiar with essential ship board procedures relating to safety of ships. PSCO found that the vessel's hyper mist fixed fire installation fighting system was in the manual mode and not the automatic mode as per the system's operating manual.  
When in the manual mode, the system can not be automatically activated by the fire detection system as designed and approved. Chief Mate supplied records of maintenance conducted via engineering log book. Maintenance was done on the system 3 days prior. Vessel did not have automatic fixed extinguishing capability for 3 days and was not ready to proceed to sea without danger to the ship and persons onboard.

|                 |                              |                                    |  |
|-----------------|------------------------------|------------------------------------|--|
| Ship Name:      | <b>LEWEK TOUCAN</b>          | Ship Type:                         | <b>Other</b>   |
| Flag:           | <b>Panama</b>                | Recognized Org:                    | <b>American Bureau of Shipping</b>   |
| IMO Number:     | <b>9374246</b>               | Recognized Security Organization   |  |
| Date of Action: | <b>10/21/2014</b>            | Recognized Org (RO) Related:       | <b>No</b>  |
| Action Taken:   | <b>Detention</b>             | Organization Related to Detention: |  |
| Port:           | <b>Corpus Christi, Texas</b> |                                    |  |
|                 |                              | Ship Management:                   | <u>Owners, Operators, or Managers</u><br><b>Emas -AMC Pte Ltd</b><br><b>Bukit Timah Shipping LLC</b> |

|               |  |  |
|---------------|--|--|
| Deficiencies: | <u>Code - Category</u><br><b>0910 - Closing devices watertight doors</b> | <u>Description</u><br><b>Doors provided to ensure the watertight integrity of internal openings which are used while at sea are to be sliding watertight doors capable of being remotely closed from the bridge and are also operable locally from each side of the bulkhead. Port State Control officer observed a major hydraulic fluid leaking from the system preventing the doors from opening or closing properly.</b> |
|               | <b>1730 - Oily-water separating equipment</b>                            | <b>Oil filtering equipment shall be designed as will ensure that any oily mixture discharged to the sea after passing through the system has an oil content not exceeding 15 ppm. Crew was unable to perform operational test of the Oily Water separator proving the system is capable of discharging oily water at rate not exceeding 15 ppm.</b>  |
|               | <b>2560 - Company verification, review and evaluation</b>                | <b>Significant evidence was discovered during an expanded machinery exam revealing the company/vessel failed to implement all applicable requirement of the Safety Management System (SMS) by not verifying appropriate corrective action was taken. Request an external audit of the vessel's SMS.</b>  |



|                 |                         |                                    |   |
|-----------------|-------------------------|------------------------------------|---|
| Ship Name:      | <b>MIDNIGHT RIVER</b>   | Ship Type:                         | <b>Ro-Ro-Cargo Ship</b>   |
| Flag:           | <b>Panama</b>           | Recognized Org:                    | <b>Panama Maritime Documentation Service</b>                                    |
| IMO Number:     | <b>7717107</b>          | Recognized Security Organization   |   |
| Date of Action: | <b>10/05/2014</b>       | Recognized Org (RO) Related:       | <b>No</b>   |
| Action Taken:   | <b>Detention</b>        | Organization Related to Detention: |   |
| Port:           | <b>St. Thomas, USVI</b> |                                    |   |
|                 |                         | Ship Management:                   | <u>Owners, Operators, or Managers</u><br><b>Midnight Marine Holding Limited</b> |

|               |   |  |
|---------------|---|--|
| Deficiencies: | <u>Code - Category</u>                                | <u>Description</u>   |
|               | <b>2565 - Certification, verification and control</b> | <b>The Safety Management System (SMS) shall be maintained in accordance with the provisions of the International Safety Management Code. The validity of the Safety Management Certificate should be subject to at least one intermediate verification by the administration between the second and third anniversary of the Safety Management Certificate. The Safety Management Certificate issued 16May2011 does not have an intermediate verification.</b> |

Ship Name: **MUMBAI**  
Flag: **Marshall Islands**  
IMO Number: **9555187**  
Date of Action: **10/26/2014**  
Action Taken: **Detention**  
  
Port: **Honolulu, Hawaii**

Ship Type: **Oil Tankship**  
Recognized Org: **Bureau Veritas**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**Mumbai Singapore Pte, Ltd**  
**Bibby Ship Management (Singapore) Pte Ltd**  
Charterers  
**SK Shipping Co, Ltd.**

Deficiencies: Code - Category  
**0950 - Electric equipment in general**

Description  
The emergency generator shall be started automatically upon failure of the main source of electrical power supply and it shall be automatically connect to the emergency switchboard and supply the required load quickly as is safe and practicable subject to a maximum of 45 seconds. Emergency generator is not capable of being automatically started and supplying the required load.

**0725 - Fixed fire extinguishing installation**

Firefighting and appliances shall be kept in good working order and readily available for immediate use. The foam level for fixed low-expansion foam system is below the minimum amount required.

**0725 - Fixed fire extinguishing installation**

Firefighting and appliances shall be kept in good working order and readily available for immediate use. The delivery line between the cylinder and manifold of one of the CO2 cylinders is broken.

**0720 - Fire fighting equipment**

Firefighting and appliances shall be kept in good working order and readily available for immediate use. Multiple portable fire extinguisher pressure gauges were not visible or were found below the minimum level of charge.

Ship Name: **NCS BELJING**  
Flag: **Panama**  
IMO Number: **9376373**  
Date of Action: **10/06/2014**  
Action Taken: **Detention**  
  
Port: **Port Lavaca, Texas**

Ship Type: **Bulk Carrier**  
Recognized Org: **Nippon Kaiji Kyokai**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**MI/DAS Line S.A.**  
**Rosey Star Ocean Vessels MGMT Co. Inc**  
Charterers  
**United Bulk Carriers International**

Deficiencies: Code - Category  
**2540 - Emergency preparedness**

Description  
**Performance of crew member's assigned fire-fighting duties shall be periodically evaluated by conducting on-board training and drills to identify areas in need of improvement. There are no records that on-board fire-fighting training is being conducted. PSC officers witnessed several unsafe fire-fighting procedures being used including allowing personnel into fire locations with SCBA low level alarms gong off and not utilizing primary fire fighting means (fixed water spray system) prior to entering the fire location. Vessel could not perform a satisfactory fire drill after three attempts. Crew was unfamiliar with essential shipboard procedure and demonstrated decision making that put personnel in danger.**

Ship Name: **RUBIN**  
Flag: **Antigua and Barbuda**  
IMO Number: **9175585**  
Date of Action: **10/15/2014**  
Action Taken: **Detention**  
  
Port: **Miami, Florida**

Ship Type: **Containership**  
Recognized Org: **Germanischer Lloyd**  
Recognized Security  
Organization

Recognized Org (RO) **No**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Mar Consult Gesellschaft**  
**Rebel Shipping Company Limited**

Deficiencies: Code - Category  
**0950 - Electric equipment in general**

Description

A self contained emergency source of electrical power shall be provided. The emergency generator failed to take the load for essential system during operational testing and subsequently failed to operate entirely.

**0945 - Emergency lighting, etc**

Muster and embarkation stations shall be adequately illuminated by lighting. All lighting was extinguished or missing at the muster and embarkation station.

**2020 - Fire drills**

The crew demonstrated a lack of familiarity with essential shipboard procedures relating to the safety of ships. After two attempted fire drills, crew failed to exhibit competency in fighting a fire. A lack of communication between the fire team and the bridge resulted in an unorganized, uncoordinated and unsatisfactory fire drill.

**0715 - Detection**

A fixed fire detection system shall be installed in all unattended machinery spaces. All fire detectors in the periodically unmanned engine room were tested and found to be inoperable.

**0999 - Other (Safety In General)**

Precautions shall be undertaken to prevent any oil that may escape under pressure from a pump, filter or heater from coming in contact with a heated surface. The vessel's generators were found to have multiple fuel leaks while in operation. Excessive oil build up was found on the main diesel engine and saturated lagging was found in the fuel oil purifying room. This created a substantial fire hazard and the ship was not fit to proceed to sea without danger to the ship and crew.

**2510 - Safety and environmental policy**

Objective evidence discovered in an expanded ISM examination revealed that the vessel failed to fully implement the requirements of the ISM Code through the Safety Management System. The company should ensure that all personnel involved in the company's SMS have an adequate understanding of relevant rules, regulations, codes, and guidelines. The vessel's Master and Chief Mate were not familiar with SMS procedures and guidelines; no evidence exists that weekly checks are conducted on essential equipment as required by the SMS and the vessel provided the crew with familiarization sheets with crew members names listed but they were not signed as required by the SMS, These non-conformities and the serious detainable safety deficiencies is evidence an external audit of the SMS is needed. An external SMS audit is requested.

Ship Name: **SH GRACE**  
Flag: **Panama**  
IMO Number: **9316957**  
Date of Action: **10/27/2014**  
Action Taken: **Detention**  
  
Port: **Baltimore, Maryland**

Ship Type: **Bulk Carrier**  
Recognized Org: **Nippon Kaiji Kyokai**  
Recognized Security  
Organization

Recognized Org (RO) **No**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**East Bulk Shipping S.A.**  
**Toshin Ksen Co. Ltd.**

Deficiencies: Code - Category  
**1730 - Oily-water separating  
equipment**

Description  
**Oil filtering equipment shall be of a design approved  
by the administration and shall be such as will ensure  
that any oily mixture discharged into the sea after  
passing through the system has oil content not exceeding  
15 ppm. The Oily water separator is unable to produce  
a discharge mixture below 15ppm.**

Ship Name: **STARTRADER**  
Flag: **Liberia**  
IMO Number: **9231274**  
Date of Action: **10/20/2014**  
Action Taken: **Detention**  
  
Port: **Mobile, Alabama**

Ship Type: **Bulk Carrier**  
Recognized Org: **Bureau Veritas**  
Recognized Security  
Organization

Recognized Org (RO) **No**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Elain Navigation Co.**  
**Omicron Ship Management Inc.**

Deficiencies: Code - Category  
**2110 - Oil/oily mixtures machinery  
spaces**

Description  
**The condition of the ship and its equipment shall be  
maintained to conform with the provisions of the  
present regulations to ensure the ship in all respects will  
remain fit to proceed to sea without danger to ship and  
crew. There are numerous excessive fuel/lube oil leaks  
on or around various equipment in the engine room.  
The PSCO observed numerous fuel oil leaks in the  
engine room. Leaks were discovered on numbers 2 and 6  
high pressure fuel lines, on the forward injector on the  
number 2 cylinder, on the number 2 main engine fuel  
oil circulating pump, and significant fresh oil was on  
the generator sets. The excessive leaks are major fire  
hazard in the engine room.**

Ship Name: **WAVE TRADER**  
Flag: **Saint Vincent and the Grenadines**  
IMO Number: **8126549**  
Date of Action: **10/28/2014**  
Action Taken: **Detention**  
  
Port: **Miami, Florida**

Ship Type: **Containership**  
Recognized Org: **Govt of Listed Flag**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:  
  
Ship Management: Owners, Operators, or Managers  
**Wavecrest Shipmanagement, Inc.**  
**Sea Trader International Co., Inc**

Deficiencies: Code - Category  
**2550 - Maintenance of ship and equipment**

Description  
**Objective evidence discovered during an expanded ISM exam revealed the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following deficiencies and non-conformities: (1) The master was not conversant with the company's SMS. When questioned he was not familiar with critical sections of the SMS and was unable to clearly articulate the SMS requirements; (2) the company should establish procedures including checklist for key shipboard operations concerning safety of personnel. Although the vessel provided a checklist indicating satisfactory checks for embarkation lighting and rescue boat equipment, the embarkation lights were inoperable and the rescue boats first aid kit expired in 2013; (3) the SMS should include procedures ensuring that non-conformities, accidents, and hazardous situations are reported to the company. The vessel replaced a machinery cooling pump with the fire pump after the cooling pump failed. This rendered the main fire pump inoperable. The vessel did not document the equipment failure as a non-conformity as required by their SMS and failed to report the cooling pump failure to the company. Recommend external audit.**

**0740 - Pumps**

**After any survey of the ship has been completed, no change shall be made in the structural arrangements, machinery, or equipment without the sanction of the Administration. The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure the ship is safe to proceed to sea without danger to the ship or persons onboard. The vessel replaced a machinery cooling water pump with the main fire pump after failure of the cooling pump without notification to or approval from the Administration. This vessel did not have the main pump ready for use and presented a danger to the crew and ship.**

**0670 - Portable radio app. for surv. craft**

**Primary batteries should have a shelf life of at least 2 years. All three primary and one secondary battery for the GMDSS VHF portable radios are expired.**